

Intimations.

The Old
Familiar Beverage
STONE GINGER BEER,
VCEPT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

WATKINS, LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 69, Queen's Road Central, Hongkong.
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
房藥大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 19th February, 1902. [714c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902. [10]

LEVY HERMANOS,

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

THE TWO POPULAR SCOTCH WHISKIES

ARE THE CELEBRATED

"HOUSE OF COMMONS"

Better known as

"Black and White"

[White Seal]

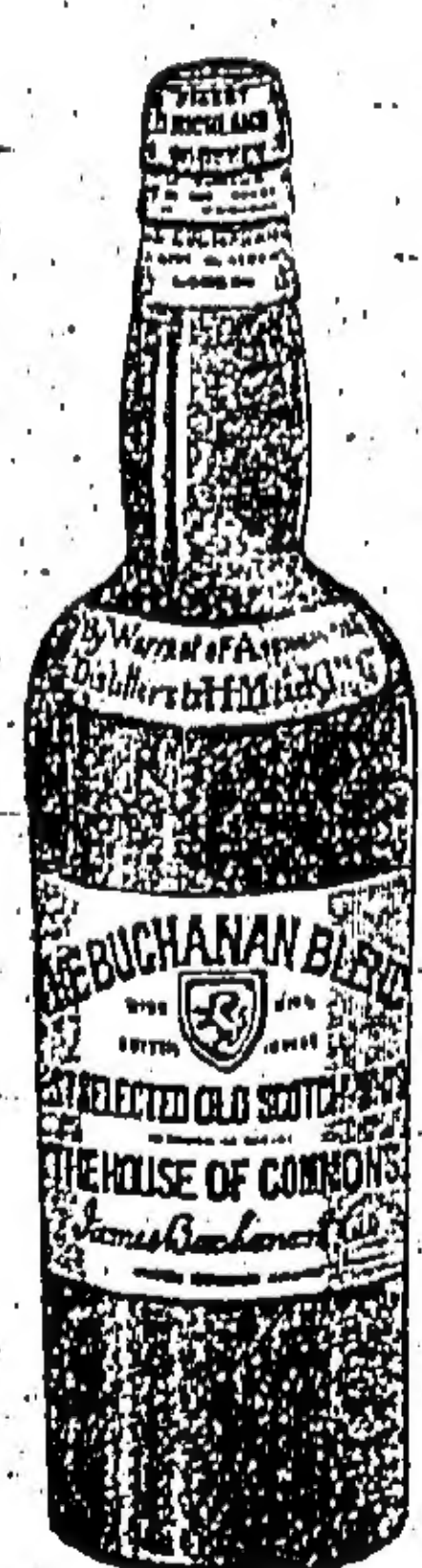
AND

BUCHANAN BLEND

[Red Seal]

Distillers by Appointment to

His Majesty the King



SOLE AGENTS:
LANE, CRAWFORD & CO.,
HONGKONG. [343d]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902.

Today's Advertisements.

ENTERTAINMENT.
THE MEMBERS OF THE CATHOLIC UNION
WILL GIVE AN
ENTERTAINMENT
entitled
"MAGIC MELODY,"
TO-NIGHT (MONDAY),
the 14th April, commencing at 9 P.M.
ADMISSION\$1
Hongkong, 14th April, 1902.

THEATRE ROYAL,
CITY HALL.

THE
INTERNATIONAL VAUDEVILLE COMPANY.

FOR A SHORT SEASON COMMENCING
TO-MORROW
(TUESDAY), 15th APRIL, 1902.

Positively the Greatest Combination of Artists ever brought to the Orient.

SEE THE BEAUTIFUL BALLETS.
20 CHARMING YOUNG 20 LADIES.

"TWIN BROTHERS CARR."

"THE REAL COONS,"

Exponents of Rag-Time Singing and Dancing.

CLEMENTS BELLING,

America's Juggling Wonder.

BROTHERS MORAS,

The Perfect Athletes.

&c., &c., &c.

15 NUMBERS. 15

NEW FEATURES DAILY.

SEATS on Sale at ROBINSON'S at 10 A.M.

Performance Commences at 9 P.M.

Hongkong, 14th April, 1902. [436d]

THEATRE ROYAL,
CITY HALL.

SATURDAY NIGHT,
APRIL 26TH, 1902.

GRAND VAUDEVILLE ENTERTAINMENT.

The Band of 2nd Battalion R.W.F. will be in attendance under Direction of

MR. J. H. MOIR.....Bandmaster, R.W.F.

MR. A. G. WARD.....Accompanist.

POPULAR PRICES: \$1, \$2 & \$3.

BOX PLAN at THE ROBINSON PIANO CO., LIMITED.

Hongkong, 14th April, 1902. [437d]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 14th April, 1902. [435d]



TO KISENYO KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons

Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 24th instant, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Buildings,

Ice House Street.

Hongkong, 14th April, 1902. [171d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th April, 1902. [438d]

Intimation.

A. S. WATSON

AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARET.

Per Doz. Qtz. Per Bot.

Reserve Extra\$12.00 \$1.00

Reserve Special 15.00 1.25

Reserve Extra Special 18.00 1.50

Supreme 21.00 1.75

Bottled by Messrs. SANDEMAN, Sydney, N.S.W.

CLARET.

Per Doz. Qtz. Per Bot.

Reserve Extra\$12.00 \$1.00

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Reserve Extra Special 18.00 1.50

Supreme 21.00 1.75

Bottled by Messrs

THE CORONATION

APPOINTMENT OF A COMMITTEE

It is notified in the *Gazette* that His Excellency the Officer Administering the Government has been pleased to appoint the following Committee for the purpose of considering and making arrangements for the steps to be taken in this Colony to celebrate the Coronation of Their Majesties the King and Queen in June—His Honour Chief Justice Goodman, *Chairman*.

The Honourable the Colonial Secretary.
The Honourable the Director of Public Works.

The Honourable the Harbour Master.
The Honourable the Registrar General.

The Honourable T. H. Whitehead.
The Honourable Dr. Ho Kai.

The Honourable Wai A. Yui.
The Acting Captain Superintendent of Police.

The Superintendent of Botanical and Afforestation Department.

J. Barton, Esq. D. M. Moses, Esq.
D. E. Brown, Esq. E. Osborne, Esq.

W. Danby, Esq. W. Poate, Esq.
V. H. Deacon, Esq. A. J. Raymond, Esq.

C. W. Dickson, Esq. C. S. Sharp, Esq.
W. B. Dixon, Esq. E. H. Sharp, Esq.

Fung Wa Chien, Esq. R. Shewan, Esq.
E. A. Hewitt, Esq. A. Skelton, Esq.

Ho Tung, Esq. A. Turner, Esq.
B. Layton, Esq. R. C. Wilcox, Esq.

H. N. Mody, Esq.

FIRE IN QUEEN'S ROAD.

SUSPECTED INCENDIARISM.

Shortly after four o'clock this morning, fire broke out in a Chinese Druggist and Medicine Shop at 129, Queen's Road Central. The fire brigade, under the charge of Acting Deputy Superintendent Mackie promptly arrived on the scene, and with a copious supply of water from the two engines, and the floating engine soon checked the spreading of the flames to the adjoining houses, and confined the fire to the house, which was completely gutted. The shop next door, though slightly burnt, had all their goods damaged by the water. A strong smell of kerosene oil came from the debris, and this in conjunction with the oil to be seen in the gutter opposite the houses, leads one to suspect that it was an act of incendiarism. The cause of the fire was said to be due to drying medicine which in some way caught fire. The premises are insured with the Commercial Union to the sum of \$5,000. It is a rather strange coincidence that the fire occurred just opposite to the scene of the late great fire. We believe that an enquiry will be held.

FATAL ACCIDENT IN THE HARBOUR.

THREE MEN DROWNED.

At about 11.30 on Friday night, a boat belonging to H.M.S. *Vestal* capsized in the Harbour, resulting in the loss of three lives. It appears that the dinghy (not a cutter, as stated by our morning contemporary) had been sent ashore to bring off liberty men, and no less than thirteen crowded into her. The result of this overcrowding was that, when passing H.M.S. *Rosario*, the boat was swamped by the heavy sea running and the whole of the occupants thrown into the water. Boats were lowered from the *Rosario*, and succeeded in picking up all but three men, the two blue-jackets forming the crew of the dinghy and a marine. We learn that the officer of the watch on duty at the time of the boat being sent ashore for liberty men has been placed under arrest pending an enquiry. Up to the time of going to press none of the bodies have been recovered.

DEPORTATION OF CHINESE.

FORCED ON TO THE "PERU."

Just prior to the *Peru* leaving San Francisco for Hongkong on her recent trip some lively scenes took place in the Pacific Mail Dock. Eight Chinamen resisted the order of deportation to their native country and assaulted Customs officials with clubs, ports and pans when told to go on the ship and had to be forced aboard where they were beaten into submission and chained to the stanchions of the vessel. The Chinamen had evidently prepared to make a most desperate resistance to deportation and would have preferred death. They told the Inspector they would rather be killed on shore than go to sea, but if they were forced on the *Peru* they would jump overboard. The first officer said they would not jump overboard unless they took the starboard stanchions with them.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, City Hall, on Thursday, the 11th April, 1902, at 4 p.m., Present: Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Messrs. A. Haupt, W. Poate, N. A. Siebs, H. E. Tomkins, Hon. T. H. Whitehead (ex-officio), and R. C. Wilcox (Secretary *pro tem*).

Minutes of the last Monthly Meeting (held 21st February) and the Special Meeting (held on the 11th March) were read and confirmed.

ELECTION OF COMMITTEES.
The following were elected on the Corresponding and Arbitration Committees respectively—

Corresponding Committee.—The Chairman, Vice-Chairman Hon. J. J. Bell, Irving, and R. C. Wilcox.

COTTAM & CO. FOR GENTS' BATHING GEAR.

Arbitration Committee.—Messrs. A. Haupt, E. A. Hewitt, W. Poate, N. A. Siebs, and H. E. Tomkins.

ALLEGED DIFFERENTIAL DUTIES ON PAPER.
Read letter from the Tai Shing Paper Manufacturing Co., Ltd., complaining that their products are placed at a disadvantage with those made at Shanghai, being charged a higher duty.

It was decided to communicate with the Shanghai Chamber with a view to ascertain whether any and what ground exists for the imposition of the alleged differential duties on paper manufactured here and in Shanghai.

MEMORANDUM ON OBSTRUCTIONS IN THE CANTON RIVER.

A lengthy and exhaustive memorandum on the above question by Capt. Lloyd of the China Navigation steamer "Hankow," was then considered. It was decided to forward copies of this document to the British Minister at Peking and to Sir Jas. Mackay, and to send a letter of thanks to the author for the trouble taken. Also to ask the Canton Chamber of Commerce to join in the representations to the Minister and Commissioner.

"THE CHINESE REVENUE AND THE NEW TREATY."

The Secretary stated that a pamphlet with the above title, by Mr. E. S. Little, of Shanghai, had been received and circulated. The pamphlet was a protest against an increased tariff from a Merchant's point of view, with some suggested regulations for Mining in China. The author expressed the hope that this Chamber would take action on this question.

A NEW DEVELOPMENT IN THE CANTON RIVER TRADE.

The Secretary said that a new development in the direction of evading payment of Chinese duties had been brought to his notice. The Ching-fei, a tax levied by the Viceroy of the Two Kwang on about thirty-four articles of import, carried in Chinese craft, has since the Native Customs were placed under the Imperial Maritime Customs, been collected by the latter at Taishan Station, at the entrance to the Canton River. The tax is not a heavy one, but it is sufficiently appreciable to make it worth while to evade it if possible. A means to do so has been discovered by placing the junks under the German and American flags, the junkmasters receiving an authority a document stamped with the Consular seal at Canton, upon exhibition of which they were allowed to pass the Customs Station without payment of the Ching-fei. The British Consul at Canton is unable to give similar authorization to junk and lorcha owners even when owned by British subjects, as the Harbour Master here would not grant a permit unless the vessels carried a certificated master. The fact therefore remains that it is possible and the thing is being done—for a Chinese junk to leave the port of Hongkong under shelter of a foreign flag with the express purpose of evading payment of Chinese local duties, and at the same time trade is being diverted from its accustomed channels.

In reply to questions.
The Secretary said he obtained this information from undoubted authority. He had also had it confirmed by the Harbour Master, who told him that the junks now left the harbour before hoisting the foreign flags, under which they approached the Taishan Station.

After some discussion,
It was decided to address the local Government on the subject, in the hope that they would devise some plan for putting a stop to this abuse of foreign flags and a British port.

CABLE RATES.
Read letter from the local Manager of the Eastern Extension Telegraph Co., in reply to the Chamber's letter of the 17th January, stating that the Company were not aware that any promise had been made to lower the tariff between Hongkong and Europe, they had had under consideration a reduction of tariff for local telegrams between Australia and Hongkong, but had not been able to bring it into operation owing to the dilatoriness of the Federal Government in coming to an arrangement with them.

The Chairman then read a paragraph from a Singapore paper calling attention to an advertisement by the General Manager of the Eastern Extension Telegraph Co. of a reduction of rates from the 1st April in Singapore. The new rates were to be: to Europe, 8.75 per word instead of \$2.25; to Canada, the Eastern States, Newfoundland, and United States, \$2.25 instead of \$3.75; and to San Francisco, \$2.50 instead of \$3. This, he thought, was a substantial reduction, and afforded good ground for asking for a reduction here. It was outrageous that we should be paying 5/- per word here when in Singapore they were paying little over half a crown.

The Committee concurred in these remarks, and it was decided to again address the local Manager of the Eastern Extension Telegraph Company and point out the injustice of limiting the reductions to countries west of Hongkong.

THE METRIC SYSTEM OF WEIGHT AND MEASURES.

Read circular letter from the Decimal Association, dated London, 10th February, enclosing pamphlet giving the main arrangements in favour of the system, and a list of members of Parliament who are in accord with the aims of the Association.

AUSTRALIA TO LONDON VIA PORT DARWIN AND PORT ARTHUR.
A circular issued by the National Association to Federalize the Northern Territory (South Australia) was laid upon the table, which has for its object advocacy of a short route to London, by railway, across Australia, from Port Darwin to Port Arthur by steamer, and thence across Siberia by rail to Europe.

QUARANTINE.
The Secretary reported that notices had been received from the Government of the imposition of quarantine against vessels leaving Hongkong for Manila, and of the prohibition of shipments from Bombay to Indo-China, either directly or through Hongkong.

THE SECRETARSHIP.

It was decided to advertise for applications for the post.

This was all the business of general interest before the meeting.

COTTAM & CO. FOR TRESSER'S STRAW and FELT HATS.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

The thirteenth ordinary annual meeting of Shareholders in the above Company was held at the Company's office to-day at noon, for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1901, the declaring of a dividend and electing of a Consulting Committee and Auditors. There were present:—Mr. R. Shewan (Chairman), Messrs. A. Babington, C. Ewens, Ho Fook, Fung Wa Chuen, J. R. Michael, S. R. Michael, Moxen, Dr. Noble, and T. H. Reid.

After the notice the convening the meeting had been read.

The Chairman said:—The report and accounts having been already printed and circulated amongst you since the 1st inst., we will now, with your permission, take them as read. It affords us much pleasure to lay before you accounts showing a gross profit of over \$300,000 as against about \$150,000 last year, and to be able to recommend a larger dividend, viz.:—10 per cent. The accounts are very plain and, I think, require no explanation from me. You will notice that we owed our bankers over \$227,000 on 31st December. It is up to \$237,000 to-day, and of course, will be increased by payment of the dividend. Stocks of raw material are valued at cost, and finished cement at much below what we expect to sell it at. You will notice that we have considerably exceeded the estimate for extensions, which I told you at our meeting on 12th April 1900 would amount to about \$300,000 for 4 additional kilns, but the fact is that instead of 4 we have put up 8 additional kilns with, of course, the corresponding extra grinding machinery, boilers, engines &c., which explains the larger figure of \$421,598 in the accounts. We had to do this, as I am pleased to tell you that in addition to our contract with Messrs. Purnell, Lowther & Co. which I reported to you last year, we have secured another similar contract from Messrs. Butterfield & Swire for their new dockyard. We are now delivering regularly under both contracts and as requirements are increasing every month and will continue to increase for some time to come, we fully expect to be kept much busier this year. Under these circumstances and with the prospect later on of supplying the wants of the Hongkong and Whampoa Dock Company for their contemplated New Dock, the extra kilns were absolutely necessary, and I think you will agree with me that we are now fully justified in having made these additions and in acting as we did with so much confidence in the future of this Company. Had we gone on as we were doing and waited till the time came, we should have simply missed the business, as it is a matter of two years to get these kilns and their corresponding machinery ordered from home and installed and working out here. I may say that there is now very few further payments still due on account of these extensions and that we reckon about \$25,000 is all we shall have to add this year to the item of \$421,598 on 31st December last. The Macao Works have given us much satisfaction. They are a very valuable adjunct to our factory here and, with the various improvements we have made to the machinery and the New Kilns with which we have replaced the Old Bottle kilns and Hoffmann kiln, which have all been pulled down, are now producing Cement almost as cheaply as at Hok On. These works have now reached that stage where no increase of output can be made without a radical change all round, and as most of the plant there is in very good order, it will be some years before such a change is advisable. All we propose to do at present there is to add a new boiler and build another cement bin which, with a few other smaller additions will come to about \$25,000 to be spent this year. Both these last two items of \$25,000 are only approximate. We cannot of course, guarantee not to spend any more for we do not know what a year may bring forth or what other expenditures we may have to undertake. The Brick Works at D. W. Bay leave a fair return on the Capital invested, but a good deal is required there in the way of improvements so we have written off the equivalent of the profit as Depreciation. Our stock of raw material is now very low and this has been our chief worry during the year, the prolonged drought having prevented the boats coming down from the country. Rain however, seems to be coming at last and everything has been done to ensure a much larger supply of material this year. Our aim has always been to keep at least one year's supply in stock but our continually increasing consumption and this year's diminished arrivals have totally defeated our object. I trust, Gentlemen, I have made our present position and hopes for the future quite clear to you and I am bound to add that in all we have done we have been loyally supported by a very zealous and efficient staff. On the Consulting Committee we have lost the services of Mr. Gillies, who took great interest in our business and could always be relied upon for practical advice. In his place we recommend the election of Dr. J. W. Noble, who has a very large stake in the Company and has its interests closely at heart. Before I move the formal adoption of the report and accounts, I will endeavour to answer any questions you may wish to put to me to the best of my ability.

Sundry questions were asked by Mr. Michael, all of which were satisfactorily answered by the Chairman. On the motion of the Chairman, seconded by Mr. Moxen, the adoption of the report and accounts were unanimously passed.

CONSULTING COMMITTEE.

Mr. Reid proposed and Mr. Michael seconded, that Messrs. Ewens, Chater and Dickson, be elected consulting committee.

Carried unanimously.

Auditors.

COTTAM & CO. FOR SUMMER UNDERWEAR.

Mr. Michael proposed and Mr. Ho Fook seconded, that Messrs. W. H. Pitts and T. Arnold be elected auditors.

Carried unanimously.

The Chairman:—There is no other business. I thank you for your presence. Dividend warrants will be ready this afternoon.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PARSEE CHARITY FUNDS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The anonymous correspondent "H.S.K." in the *Daily Press* of Saturday under the about heading has yet many things to learn but still I welcome his letter such as it is because it is exactly what I want, namely that certain questions affecting the Parsee community may be ventilated, discussed, and settled.

I may here analyse the present constitution of the Board of Trustees. Mr. H. N. Mody the respected leader of the community is President, Mr. F. H. Arjani Manager of Messrs. M. Mody & Co. is the Secretary, and Messrs. M. M. Mehta Manager of Messrs. Tata & Co. and Donajee Nowrojee the other Trustees.

Now, I challenge Mr. Arjani who was most enthusiastic in influencing and canvassing votes for the two last named to answer the following questions in his own name and in this connection it is my strong advice to him that since he accepts a responsible post he must be prepared to face public criticism meant to render his administration strong and efficient. Being of a conservative priestly class he is intolerant of public criticisms in the Press! If he cannot bear the brunt of press criticism my strong advice to him is that he had better give up the job and go into retirement instead of hiding himself behind amateur advocates in the persons of raw youths. My questions are—

Is not Mr. Donajee an old man and in a failing health, and has he yet accepted, the trusteeship? Is it or is it not true that Mr. M. M. Mehta has shortly to leave the Colony and another man coming to take his place? Then since Mr. Mehta was to leave so soon, after election is it not inconsistent that his election should have been palmed off on the community? As regards the Canton community did Mr. Arjani send round to them the circular announcing the proposed election of new Trustees? Did he send round to them the accounts to be presented to the meeting? Whether the Canton people attend the meeting or not is their look out. It is the principle involved that we are immediately concerned with.

As regards the tone of the rest of "H.S.K." S. letter he seems to be a good judge of what he describes and I had better leave him severely alone.

PROBLEM.

Hongkong April 14th, 1902.

Entertainment.

BAROUFSKI'S CIRCUS

BAROUFSKI'S CIRCUS

WILL OPEN SHORTLY IN HONGKONG FOR 5 DAYS ONLY.

THE IMPERIAL RUSSIAN CIRCUS

BAROUFSKI'S

NOW ON ITS RETURN VOYAGE TO RUSSIA

45 SPLENDIDLY TRAINED HORSES.

90 HIGH-CLASS ARTISTS

(INCLUDING 45 LADIES).

BAROUFSKI'S

The Greatest Circus ever

seen in the East!

Hongkong, 11th April, 1902. [429d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1901. [20]

Notice of Firm.

BANQUE DE L'INDO-CHINE.

NOTICE.

DURING MY TEMPORARY ABSENCE from the Colony, Mr. GASTON MAYER has been appointed by our Board of Directors, as ACTING MANAGER of this Agency and will take charge on and after the 14th April.

L. BERINDOQUE, Acting Manager.
Hongkong, 12th April, 1902. [434d]

For Sale.

FOR SALE.

A CRUISING YAWL, 20 ft. x 6 ft. Built last season under European Supervision. Complete with all Spars, Sails, Sail Covers, Rigging, Anchor, Mooring, &c., &c. A capital craft for sportmen. Owner leaving the Colony. Price \$200.

Apply to

"P.D.O."
C/o This Paper.
Hongkong, and April, 1902. [593d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c] **W. BREWER & Co.**

New Stock.—Tennis Rackets.

Tennis Balls.

Tennis Nets.

New Stock.—Gentlemen's Black Kid Boots and Shoes.

New Novels by every English Mail. 23 and 25, Queen's Road Central.
Hongkong, 12th April, 1902. [34d]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cider, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

[733c]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$560,000,000 Gold. A note of a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel.

[1574c]

Hongkong, 11th February, 1902.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS, of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.

PATENT CORKING.

SIEMSEN & CO.,

Sole Agents, Hongkong and South China.

[776c]

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepare

Office: 9, Queen's Road Central.

[1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1900.

[31]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS

AND

GENERAL EXPORTERS.

No. 25, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

[1256c]

THE STAR FERRY COMPANY, LIMITED.

A CALL of \$5.00 and \$1.50 PREMIUM (\$5.00 in all) per Share (PAYABLE on the 1st May, 1902) will be made upon holders of partly paid-up shares on 15th APRIL NEXT, and it is requested that TRANSFERS OF SHARES be registered before the latter date.

EDWARD OSBORNE,

Secretary.

Hongkong, 10th April, 1902. [428d]

CHINA STEAMSHIP COMPANY OF CANTON AND HONGKONG, LIMITED.

NOTICE is hereby given that the FIRST GENERAL MEETING of SHAREHOLDERS of THE CHINA STEAMSHIP CO. OF CANTON AND HONGKONG, LIMITED, will be held at the COMPANY'S OFFICE, on MONDAY, the 21st instant, at NOON.

LUK KING NAM,

General Manager.

Hongkong, 5th April, 1902. [104d]

BRITISH NORTH BORNEO.

WANTED.

A POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$50 per month.

Apply giving full Particulars and Testimonials to the Secretary to the Government, LABUAN.

17th February, 1902.

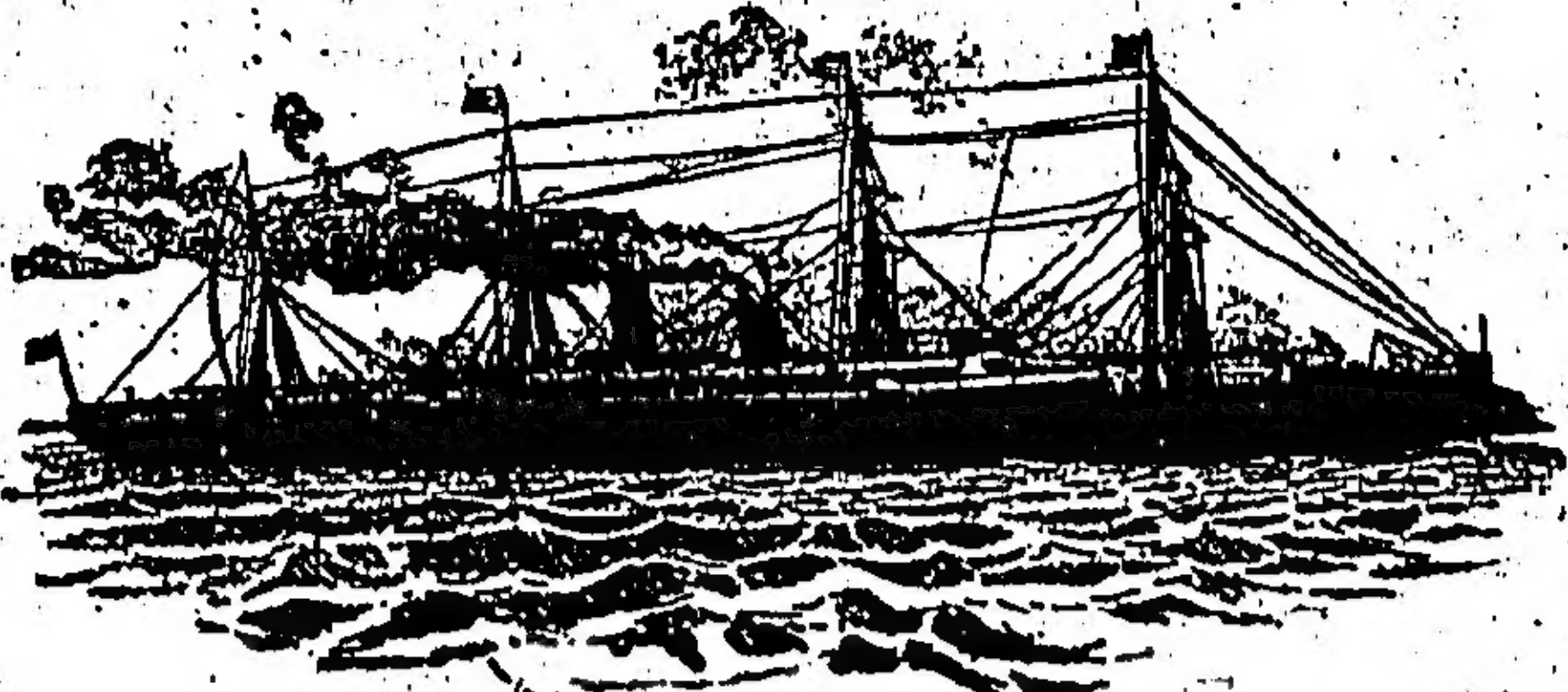
[206d]

BRITISH NORTH BORNEO.

WANTED.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC".....	SATURDAY, 19th April, at Noon.
"AMERICA MARU".....	TUESDAY, 29th April, at Noon.
"CITY OF PEKING".....	TUESDAY, 6th May, at Noon.
"GAILLO".....	THURSDAY, 15th May, at Noon.
"HONGKONG MARU".....	FRIDAY, 23rd May, at Noon.
"CHINA".....	

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at this office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

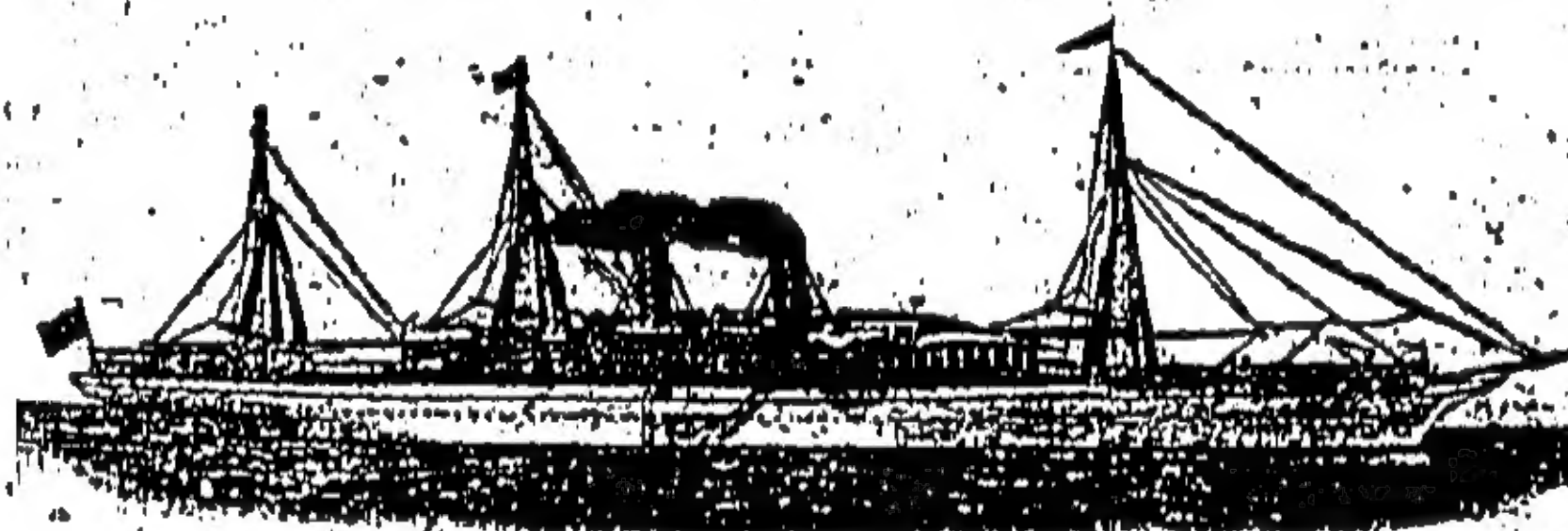
Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th April, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Two Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR.....	Comdr. E. Beetham, R.N.R.....	WEDNESDAY, 16th April.
EMPEROR OF INDIA.....	Comdr. O. P. Marshall, R.N.R.....	WEDNESDAY, 23rd April.
EMPEROR OF JAPAN.....	Comdr. H. Pybus, R.N.R.....	WEDNESDAY, 14th May.
R.M.S. ATHENIAN.....	Comdr. H. Mowatt.....	WEDNESDAY, 21st May.
EMPEROR OF CHINA.....	Comdr. R. Archibald, R.N.R.....	WEDNESDAY, 4th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for a recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Route is passed.

THE DINING CARRIES AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 3rd April, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMSHIP	DESTINATIONS.	SAILING DATES.	Freight.
SEGROVIA.....	HAYRE and HAMBURG.	30th April.	Freight.
ADRIA.....	(Calling at SINGAPORE and PENANG.)		
ADRIA.....	HAYRE and HAMBURG.	10th May.	Freight.
ADRIA.....	(Calling at SINGAPORE and PENANG.)		
SAXONIA.....	HAYRE and HAMBURG.	21st May.	Freight.
SAXONIA.....	(Calling at SINGAPORE and PENANG.)		
SERBIA.....	HAYRE and HAMBURG.	4th June.	Freight.
SERBIA.....	(Calling at SINGAPORE and PENANG.)		
SUBVIA.....	HAYRE and HAMBURG.	18th June.	Freight.
SUBVIA.....	(Calling at SINGAPORE and PENANG.)		
STRASSBURG.....	HAYRE and HAMBURG.	1st July.	Freight.
STRASSBURG.....	(Calling at SINGAPORE and PENANG.)		

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 14th April, 1902.

UNCLAIMED LETTERS AT
POST OFFICE.

Letters for the following persons lie un-
claimed at the Post Office—

Ah Pooi	Dunn, F. E.
Allahditta Khan	Davis, J. W.
Abul Hasan	Durkin, Thos.
Alversing, Mr.	Dalton, Chas.
Adamson, S.	Dyrdahl, C.
Anderson, W. A.	Dawson, Capt.
Anderson, Mrs. A. J.	Dawson, Mrs. R.
Anelino, Miss L.	Dawson, Mrs.
Apice, G. D.	Dunlop, Wm.
Andersen, K.	Drury, J.
Allix, Maurice	Dalters, C. A.
Addies, M.	Devalaque, d.
Ah Yau	Devos, Jacques
Almaka Sinaid	Elliott, Mrs. W. P.
A. B.	Edmunds & Co.
American Commercial	Eddy, F. W.
Co., Ltd.	Ellis, T. W. S.
Auterson, Mr.	Epantagel, Fritz
Aquino, B.	Epher, Mrs. H. T.
Alva	Edholm, E.
Adman, Chas.	Farrell, N. A.
Andersen, M.	Francisco, Signor
Agenteer	Fairy, William
Bishan Singh	Feluz, F. de la
Bell, Jack	Fesler, J. S.
Bernard, F.	Fenton, C.
Bela Singh	Finleyson, Mrs.
Babonneau, M.	Fisher, H. A. C.
Baboo C. Malai	Falkner, Dr. A. C.
Black, G.	Fitzgerald, T. J.
Burke & Co., Messrs.	Ferro, G. P. del
Burke, W. G.	Firth, F. N.
Bond, R. M.	Foy, Mrs. A. L.
Brumham, W.	Fazal Din
Brougham, E. H.	Fernandes, I. A.
Bresson, C.	Fernandes, J.
Bellisle, L. J.	Ford, Mrs. R. A.
Bell, Miss M. C.	Francis, E. L.
Brown, Thomas	Foy, F.
Bennett, I. E.	Frank, Wm.
Burnside, J.	Franson
Borne	Foutin, Mr.
Black, Wm.	Feldkamp, P. C.
Beach, Miss E.	Frado, Antonio
Bogert, L. J.	Faure, Jacques
Bell, L. P.	Faure, J. C.
Bailey, L. W.	Faulkner, J. J.
Bell, Mr.	Faulkner, J. J.
Brown, Miss K.	Faulkner, J. J.
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Boota Singh	Faulkner, J. J.
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Budge, James	Faulkner, J. J.
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Budge, James	Faulkner, J. J.
Brumbridge, A.	Faulkner, J. J.
Bailey, E.	Faulkner, J. J.
Bach, A. H.	Faulkner, J. J.
Bryan, Miss E. V.	Faulkner, J. J.
Becket, O.	Faulkner, J. J.
Brusson, Mad.	Faulkner, J. J.
Bogert, L. J.	Faulkner, J. J.
Bell, L. P.	Faulkner, J. J.
Bailey, L. W.	Faulkner, J. J.
Bell, Mr.	Faulkner, J. J.
Brown, Miss K.	Faulkner, J. J.
Brown, Capt. J. H.	Faulkner, J. J.
Brown, M. M. & E. B.	Faulkner, J. J.
Boota Singh	Faulkner, J. J.
Bowie, R.	Faulkner, J. J.
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country generally. It is a wondrous scene, this view from the Peak. One finds it difficult to apperceive one's admiration justly between the stupendous work of Nature, and the proportionally equal energy of man. There lies the harbour, laid out as a gigantic contour map might be on a schoolroom floor. Being at the highest point one looks down on everything. There is the city of Victoria itself, a wonder in itself, and a growing wonder too. There are the Kowloon ranges, ridge after ridge covering the peninsula and stretching away into the New Territory. Islands everywhere, islands that with the money and the enterprise shown on the larger one might be made each into a little paradise. Then there is the harbour. No words can do justice to it.

THE LIFE AND BUSTLE OF THE SCENE.
It must be seen to be believed. One simple fact will do more to bring home to the Shanghai community the actual condition of Hongkong than reams of verbal description.

There are over a thousand steam launches and tugs at work in the harbour.

We know what steam launches are, and how their presence in our own river betokens a kind of enterprise that we should be sorry to see absent, but I doubt very much if we could make up a hundred or anything approaching a hundred. What the constant employment of ten times that number means will therefore bring home to the Shanghai mind a closer appreciation of the extent of the Southern Colony's business than anything else I could have written, for these hurry-scurrying little midges of the sea are not built to be laid up. Here and there they dart backward and forward, until one fancies that to the steadfastness of John Bull, Hongkong has added the restlessness of Brother Jonathan. Looking straight ahead as we were leaving the harbour I counted nearly a score of launches at one time cutting across the steamer's track.

But these are facts which one does not pick up all at once on the Peak. There are bigger things than launches to attract attention from that height. First in point of size is the *Terrible*, which looms like an immense merchant ship at a distance and shows no teeth till one is closer. Then come the battle-ships—four of them—all of the latest construction, vessels that need not show their heels to anything anywhere. They look very peaceful lying off the Praya, and from our point of vantage they disappoint one as to size. Only a nearer inspection shows where the ten, eleven, or more thousand tons is hidden. There has recently issued from the Admiralty an order that the ships on the various stations shall experiment on their external appearance in the matter of paint. A striking effect has been produced by the "get up" of one of the battle-ships, the *Colossus*. She is painted an ashen gray, and dark at that. At the distance of a mile it is impossible to make her out clearly against the background of the pine clad hills, whereas the *Terrible* which has not yet given up her orthodox black coat with yellow funnels is a mark that a raw recruit could hit. Another of the battle-ships was black from truck to keel, and formed as conspicuous an object almost as a German not far off in white. But the colour of colours for "look see" as well as for business is said to be green. One of the cruisers has been painted that colour and I found the ladies of the colony in inexpressible admiration at the beauty of her appearance. Later I made the acquaintance of a naval officer of a sister ship and he told me that, beyond the mere aesthetic beauty of the new adornment was to be added the fact of its intrinsic value as a war-coat. So "invisible" was she that her companion ships have already dubbed her

THE PHANTOM CRUISER.
The officer in question was present at the Battle of Cebu, and I heard from him details that have not yet got into print. But that is another story. Counting torpedo boats and destroyers, of which there were quite a little flotilla, we had a fleet of more than a dozen vessels in port, and as there were ships of other nationalities besides, the harbour had quite an animated appearance apart from its commercial side. The amount of sailing with which Hongkong people have to put up is to be counted as a set off against the pleasures of appearance. The delights of the eye are purchased by the tortures of the ear.

Turning from the men-of-war anchorage to that of the merchant ships, a fruitless effort is made to count the ships in port. At the moment, I was informed that the harbour was particularly bare, but I soon gave up the idea of counting, and as we left the steamer had absolutely to pick her way as one does when going down the Nanking Road. It is quite believable without statistics that Hongkong leads all the world in shipping except the two British giant ports of London and Liverpool. A glance across to the Kowloon side shows what a hive of industry has been built up there. Piers jut out into the harbour, a steamer on either side of each. Coolie hire for the carriage of cargo would here be utterly inadequate. Hence, though those indispensable "benches of burden" are present in crowds and their labour is supplemented by lines of tramway and coolies, the trolleys running thereon, Bales of goods come down the ship's side, and are placed upon one of these conveyances, and then, with a shove, are sent on their way by force of gravity, gathering speed until they reach the neighbourhood of their godown destination. Great things have already been done in Kowloon and greater are expected, for people are already looking forward to the day when a great terminus will make the southern end of the Chinese system of State railways. Expectation is an excellent thing, but realisation is better. We have lived on hope for a long time in Shanghai but our railway system is still to come. Perhaps Hongkong may have to live on the pleasures of hope for a while so far as railways are concerned. Meanwhile, they do other things. They have maidens, even where and are still adding to them. The public road is to go right round the island, some day. As things are there are paths admirably made, running along the face of the hills, on all sides, often with dizzy precipices looking almost sheer down into ravines far below. These are not only of value to the residents as means of access to their residences but would be invaluable were our navy to be otherwise engaged and an enterprising enemy making a bid for the possession of Hongkong. I find that the authorities don't invite Tom, Dick and Harry to visit the fortifications any more than they do to visit the houses of the rich. It was all very well in prophetic times for King Lear to "permit the curiosity of nations," but other times, other manners.

GIROULT & GENERAL GROCERIES, PROVISION AND BAKERY.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, April 1st.

I have already expressed myself in fairly forcible terms in regard to the despicable interchange of "civilities" which has taken place in Peking under the cloak of benign-contrition and forgiveness, and I need therefore only add that every day tends to confirm the conviction immediately formed in all reasonable minds of the utter fallacy of such a policy. That a people to whom the civilized countries of Europe have been from time immemorial "tributary states" should see in the attendance of the foreign ladies at court, and the subsequent reception by them of a party of official concubines the homage of repentant rebels was as natural as it has proved actual, and having thus made, sure of that repentance the Chinese Government is comfortably starting out on a fresh career of ignorant crime and outrage, riding roughshod and free, handily over treaty and protocol obligations as if such things had never been. For a government supposed to have been humiliated and heavily punished by the visitation of the eight leading Powers of Europe the following crop of arrogant self-assurance is not bad.

Early in January foreign merchants here became aware that some influence was at work in connection with export produce, and in due course the following interesting document came to light.

Taotai's Edict.

Sining Yamen Jan. 12th.

Sheweth that the Consular passes are purchased and that the Consular Body make a practice of selling their passes and that the firms acting as agents are imposters and that the cargo will not be released until such time as *San Lin Jans* (Taotai's passes) are forthcoming, and further that all cargo passes given last year were due to the negligence of his under official.

This piece of obstructiveness clearly pointed to an intention to obstruct trade until the Tientsin City should be given over, and it was promptly placed in the hands of the Ministers, but has never apparently been cancelled. On the contrary, if reports now current are true, it has been followed by a much more striking document which absolutely prohibits sales to the "foreign devil." This is said to be unsigned but bears the Government chop. No one has, however, been able to secure a copy as yet, and until one is obtained there are sure to be those who doubt its existence. Just as there are not a few who argue that no recrudescence of trouble is at all probable for many years.

Then again we have renewed evidence of Yuan's intention to rebuild the wall and also big arsenals at Hsiku and Cheingtu, and he has already commenced inquiries about the price of bricks, while the temporary palace prepared for the Emperor three years ago is being repaired for his reception, and all this before the conditions for the restoration of Tientsin are even settled.

The Customs Taotai is also making arrangement to bring up the arms and ammunition which were detained in Hongkong on the outbreak, and is purchasing largely stocks of ammunition, cartridge cases, fuses, etc., which certain foreign firms have in stock.

A merchant and a member of the L. P. G. went up the river towards Peitsang last week to see some of the river works, and came upon a body of Boxers, drilling with red flags and sashes precisely on the old lines. Directly they saw the foreigners they of course concealed their flags and ceased their evolutions.

As an instance of the calm effrontery of these poor "punished," humiliated people, a certain comrade, the day before yesterday, was presented with a promissory note for payment of \$20,000 which had been extorted from time by a Boxer Chief in the early days of the outbreak. A messenger with the greatest assurance entered the office and presented the note as if it was a legitimate business transaction.

In Shanghai at the new college opened, and for which complete religious freedom was guaranteed for the pupils, a student has been already expelled for not attending the Confucian Temple. Fortunately there are very few Christian pupils in this school, but that does not prevent the action of the Authorities being a breach of faith, which is typical of the temper of the time.

The three Viceroy's have jointly recommended the adoption of the following measures to the Throne.

- 1.—To send twenty students each to England, America, Germany and Japan to study special sciences.
- 2.—That students educated abroad of holding foreign certificates of education be employed by the Government.
- 3.—To engage one Japanese Military Officer as a military instructor, and one British Naval Officer for the navy.
- 4.—To establish arsenals at Hankow and Tientsin.
- 5.—To fix the currency over the whole of China.
- 6.—To draw up special regulations for mining, railways and navigation that China may not be defrauded by foreigners.
- 7.—Organize a stamp duty from the proceeds of which officials be more liberally remunerated.
- 8.—That imperial post offices be established throughout China.

Most people reading the above will probably be conscious of a sense of familiarity. We fancy we have seen this sort of thing a few times before.

Yuan Shi Kai is advocating the continuance of the sale of official titles in order to replenish the Treasury and raise one million taels for military emergencies. A sum like that might easily be required in the event of further trouble, and experience has shown that the Chinese warrior needs continual priming with "rewards."

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For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [17]

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L. VERISSEL, Proprietor & Manager. [370d]

27th March, 1902.

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Under entirely new management.
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METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.
[1075c]

Announcements.

NOTICE.
THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/16 down to 1/8d, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1/100 down to 1/10, and from 1/10 down to 1/100, will enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16 =

£879. 0. 0 = \$561. 926
17. 11. = 9. 745
\$561. 671
whereas with the other exchange books the process would be as follows:
£800. 0. 0 = \$500. 000
70. 0. 0 = 761. 473
9. 0. 0 = 97. 284
17. 0. 0 = 2. 217
11. 0. 0 = 4. 497
\$561. 671
or to convert the dollars into sterling at the same rate of exchange:
\$9,000.000 = £827. 6. 10. 8
571.000 = 52. 9. 9. 11
671 = 1. 2. 13
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THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

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AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902. [13]

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CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Tiffin at Moderate Rates.
Madar & Farmer, Proprietors.
Hongkong, 2nd September, 1901. [958c]

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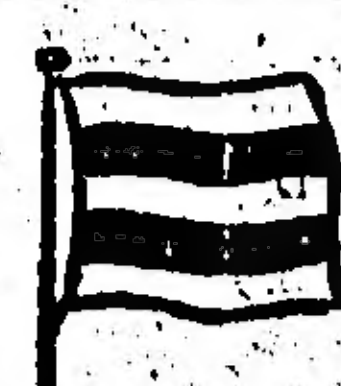
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N. Trent	MOJI, KOBE and YOKOHAMA	TUESDAY, 22nd April, at Noon
MIKE MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA MOJI, KOBE and YOKOHAMA	THURSDAY, 24th April, at 4 P.M.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 25th April, at Daylight
W. J. Currow	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 25th April, at Noon
WAKASA MARU	HAMA	FRIDAY, 25th April, at Noon
J. B. Macmillan	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 1st May, at 4 P.M.
KASUGA MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	MONDAY, 5th May, at 4 P.M.
HIROSHIMA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	
T. Mura		
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A. S. MIHARA, Manager. [13]

Hongkong, 7th April, 1902.

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PAQUEBOTS-POSTE FRANCAIS.

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Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 20th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
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G. DE CHAMPEAUX, Agent.
Hongkong, 9th April, 1902. [1004c]

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HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR AND STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK is 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points of application. Special rates allowed to members of Government Services.

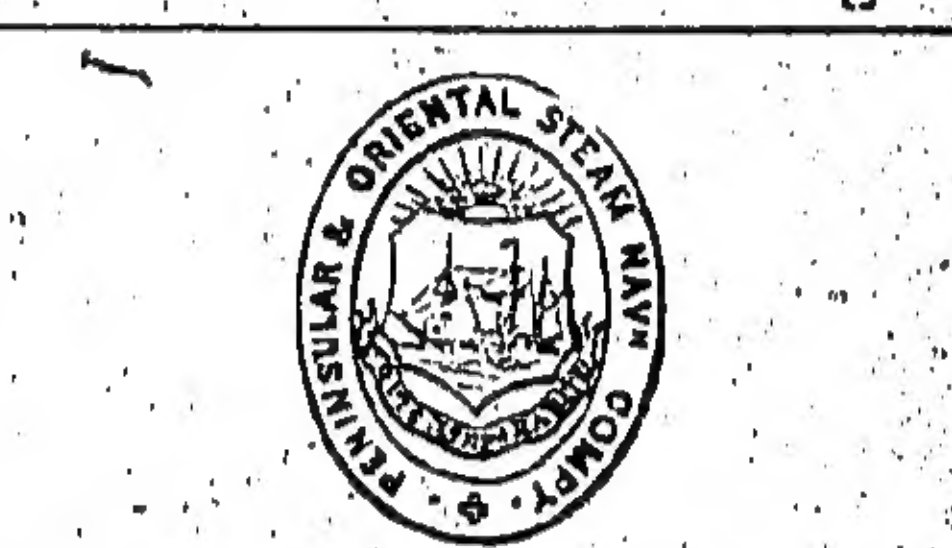
For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.
Hongkong, 26th March, 1902. [13]

DROZ & Co.
WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1902. [1850c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 12th April, 1902. [14]

Masonic.

VICTORIA CHAPTER, No. 535, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zealand Street, TOMORROW, the 15th instant, at 8.30 for 9 p.m. Visiting Companions are cordially invited to attend.

Hongkong, 8th April, 1902. [420d]

PERSEVERANCE LODGE OF HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held in the FREEM

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"KIUKIANG".....	16th April.
SHANGHAI.....	"WHAMPOA".....	19th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	23rd April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUZ.
GLASGOW and LIVERPOOL.....	"ACHILLES".....	17th April, 1902.
"	"GLAUCOUS".....	24th " "
"	"AGAMEMNON".....	30th " "
"	"DEUCALION".....	7th May, " "

HOMEWARDS.

FOR LONDON.

"DARDANUS".....	15th April, 1902.
"DIOMED".....	29th " "
"MACHAON".....	13th May, " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ACHILLES".....	20th May, 1902.
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For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"

and
"INDRASHAMA,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 30th April.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING.....	"MAIDZURU MARU".....	T. Saito.....	WEDNESDAY, 16th April.
FOR TAMSUI.....	"DAIGI MARU".....	T. Kihano.....	SUNDAY, 20th April.
FOR FOCHOOW.....	"ANPING MARU".....	K. Sudzuki.....	WEDNESDAY, 23rd April.
FOR TAMSUI.....	"DAIJIN MARU".....	T. Ogata.....	SUNDAY, 27th April.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th April, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched for the above Port, TO-MORROW, the 15th instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th April, 1902.

FOR CHEFOO, NAGASAKI AND VLADIVOSTOK.

THE Steamship
"SAVOIA,"
Captain Rebbelmund, will be despatched for the above Ports, TO-MORROW, the 15th instant, at Noon.
This Steamer has Superior Accommodation for 1st and 2nd Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th April, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.
THE Imperial German Mail Steamship,
"PRINCESS IRENE,"
of the Norddeutscher Lloyd.
Captain G. Dannemann, due here with the outward German Mail about the 15th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 11th April, 1902.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched as above on THURSDAY, the 8th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1902.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"QUEENSLAND,"
Captain Gray, will be despatched for the above Port, on or about the 30th May.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 9th April, 1902.

Shipping.

STEAMERS.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"MARISTOW".....	On 29th April.
"MOGUL".....	On 7th May.
"MACDUFF".....	On 24th May.
"SATSUMA".....	On 7th June.
"SHIMOSA".....	"
"HEATHBURN".....	"
"RICHMOND CASTLE".....	"

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 14th April, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 16th instant, at 3 P.M., instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 12th April, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"
Captain Gerard, will be despatched for the above Ports, on or about SATURDAY, the 19th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th April, 1902.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"FERU,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 14th instant, will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN, Agent.

Hongkong, 8th April, 1902.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA,"
Captain Fuger, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th April, 1902.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th April, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:-
From London, &c., ex S.S. Roma.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
Optional Cargo will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.
E. A. HEWETT, Superintendent.

Hongkong, 12th April, 1902.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 11th April, 1902.

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARI,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th April, 1902.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor, S. H. BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:-

WATKINS, LIMITED,

APOTHECARIES' HALL, 65, Queen's Road Central, Hongkong.

EDUCATION:

WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL

where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Racing climate. Healthy situation, facing South.

Summer term begins May 5th.

PRINCIPALS:-

HERBERT L. BEER, London University, L.C.P.,

Sole Agent, London University, L.C.P.,

CHAS. E. BEER, London University, L.C.P.,

Late of Queen Elizabeth Grammar School, Blackburn, Lancs.

20th February, 1902.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, whooping, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectorations, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, when used, insure the complete recovery of the patient, without the inconvenience of purgatives, Nausea, &c.

MATICO INJECTION is used in recent and chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

WO SHING.

PRINTER, BOOKBINDER

AND

RUBBER STAMP

MANUFACTURER.

Moderate Prices.

No 28, Pottinger Street.

Hongkong, 28th January, 1902.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 12nd September, 1901.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 1st January, 1902.

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks.

Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901.

Intimations.

SANITARY BOARD.

OWNERS OF HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their Premises LIMED, WASHED and CLEANED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of APRIL, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui, and Sham Shui Po.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
1st April, 1902.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held on the 7th day of April, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, be, and they were duly FORFEITED in Accordance with Article No. 28 of the Articles of Association of the said Company.

Notice of the Liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspaper from the 20th day of March to the 5th day of April, 1902.

NUMBERS OF FORFEITED SHARES.

301/400	1578/1602	3444/3453
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12494/12533	12707/12715	13998/14002
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14103/14152	15423/15446	15855/15954
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16590/16639	17115/17214	17440/17449
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21581/21405	22422/22426	22591/22595
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23495/23518	25160/25173	25924/25926
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24923/24951	25160/25173	25924/25926
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24923/24951	25160/25173	25924/25926
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24923/24951	25160/25173	259
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Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelettes.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

General Furnishing.

Carpets.
Linoleums.
Tapestries and Réppes.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

SUMMER STOCK.

**THE FOLLOWING GOODS HAVE JUST ARRIVED AND
ARE NOW ON VIEW IN OUR SHOW ROOMS.**

THIRTY PARISIENNE MODELS.

PARISIENNE MILLINERY

WHITE FANCY STRAWS

COLOURED FANCY STRAWS

BURNT AND NATURAL STRAWS

BLACK FANCY LACE STRAWS

MILLINERY ORNAMENTS

PINS, BUCKLES, ETC

A BEAUTIFUL SELECTION OF FLOWERS AND FEATHERS, OSTRICH PLUMES AND FLATS.

LADIES' RAIN PROOF CLOAKS:—NEWEST STYLES AND SHAPES IN FAWN AND GREY RAIN PROOF CLOAKS.

LADIES SHIRTS AND BLOUSES:—WHITE MUSLIN BLOUSES, FANCY COLOURED MUSLIN SHIRTS, WHITE AND COLOURED TENNIS SHIRTS.

THE PRIMA DONNA CORSETS:—NEW STRAIGHT, FRONTED MODEL CORSET IS IDEAL IN QUALITY AND SHAPE, AND BEAUTIFUL IN FINISH.

MUSLINS:—SECOND CONSIGNMENT OF MUSLINS, DELAINES, FANCY ZEPHERS, SATEENS, CANVAS VOILES AND LIGHT DRESS MATERIAL.

CHILDREN'S DEPARTMENT, 28, Queen's Road:—PELISSES—WHITE JAP. SILK, WHITE CASHMERE TRIMMED SILK, WHITE SERGE TRIMMED APPLIQUE PELISSES IN GREAT VARIETY, SUMMER STRAWS, WHITE AND COLOURED MUSLIN SUNHATS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 4 months. All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

R. G. HECKFORD,
MANAGER